Comparative Evaluation

PROPOSED CONVENTION CENTER SITES

Battery Park City

Coliseum

44th St.

30th St. Railroad Yard

Times Square

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Avery Architectural and Fine Arts Library
Gift of Seymour B. Durst Old York Library

Vollmer Associates

Engineers · Architects · Landscape Architects · Planners

Sixty-two Fifth Avenue New York NY 10011 212 691 3800 Telex 12 7357

March 31, 1977

Mr. Justin J. Murphy
President
Downtown-Lower Manhattan Association, Inc.
61 Broadway
New York, New York 10006

Dear Mr. Murphy:

We are pleased to submit herewith our report on comparative evaluations of the merits of the five sites proposed for a convention center in New York City.

We have made a concentrated effort to compare all factors on the same basis to provide a practical vehicle which can be used by the decision-makers in reaching definitive conclusions. To do this, it has been necessary in some instances to modify the information presented in the original proposals, including space requirements, occupancy rates, hourly patterns of usage and modal split.

We have been in touch with the sponsors or proponents of all sites in an effort to base our study on the most accurate information available. We appreciate the assistance and courtesy extended to us in this regard.

Very truly yours,

EJMoloney

Edward J. Moloney

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SUMMARY

Five sites were compared. These are Battery Park City, the 30th Street railroad yards, 44th Street on the Hudson River, Times Square and an expansion of the existing Coliseum. Of the five sites, it is found that only Battery Park City and the Coliseum realistically merit serious consideration. If New York is to construct a new facility capable of accommodating all the desirable shows, which is to rival any now existing in the country and maximize the benefits from increased visitors, Battery Park City is the site. If the investment in a completely new facility appears impossible, the expanded Coliseum offers an alternative. However, the benefits to the Region will probably be less with this solution.

A new convention/exhibition center at Battery Park City will greatly benefit the on-going development of the Lower Manhattan area. It will be a major element in making the area a 24-hour community; it will benefit the World Trade Center complex; and it will greatly assist in the development of Battery Park City. This location provides a spectacular site for visitors to the City. The essential financing mechanisms are also available.

The other sites for new facilities are less desirable than the Battery Park City site because of numerous locational problems. The Times Square site is more expensive, functions poorly, lacks flexibility, cannot be readily expanded, will take longer to implement and creates environmental problems. The 30th Street railroad yard and the 44th Street sites also have environmental problems, create greater traffic loads, lack transit access for visitors and employees, and are situated in a less attractive area than Battery Park City. Of critical importance is the fact that no realistic financing plan is apparent for proposals at any of these three sites.

If the investment in a completely new facility cannot be made, the Coliseum expansion can provide an enlarged facility at substantially lower costs. This facility, because of inherent physical problems such as exhibit space on six floors and a mezzanine, will not have the attractiveness of a new facility and, therefore, the usage and benefits to the Region will be somewhat less. A realistic financing plan may be available for this alternative.

If New York is to provide the best, a new modern facility at Battery Park City is the solution. Besides being the most

suitable site for a new convention/exhibition center, construction at Battery Park City offers a unique opportunity to further the development of the Lower Manhattan area. If New York cannot afford the best, the Coliseum expansion is an alternative.

INTRODUCTION

For some years there has been a recognition of the need for a convention/exhibition center of greater capacity and efficiency than the existing Coliseum.

Proposals have been put forth for convention/exhibition facilities at Battery Park City, in the railroad yard area in the West 30's, on a midtown site near Times Square and on a structure over the Hudson River in the mid 40's, as well as for an expansion of the existing Coliseum.

The purpose of this report is to look at all these serious proposals for a new convention center on a comparable basis. In late summer of 1976, Vollmer Associates, Inc., prepared a comparison of the Battery Park City and the 34th Street railroad yard sites. Subsequently, the proposed Times Square site was analyzed and compared with the Battery Park City and 34th Street proposals.

Studies made by others have included: an analysis of the Battery Park City and 34th Street sites made by the Port Authority of New York and New Jersey, presentations by proponents of the individual sites and comparisons of the five

proposals by the Citizens Housing and Planning Council of New York, Inc., and the Office of State Senator Manfred Ohrenstein. These latter comparisons, however, have utilized estimates and material prepared by the individual proponents and, in many cases, this has led to misleading comparisons because of the differing assumptions. In this report, a concentrated effort has been made to compare all factors on the same basis, thereby providing a practical vehicle which can be used by the decision-makers in reaching definitive conclusions.

To do this, it has been necessary in some instances to modify the information presented in the original proposal. For instance, the proposals for facilities at the 30th Street yard, 44th Street and at Battery Park City provide for different total spaces. There are no major restrictions at these sites and whatever facility is determined to be needed can be built at any of them. Therefore, in this report, similar facilities are presumed at each location except at Times Square and the Coliseum where site conditions constrain the physical plan. At these constrained locations, modifications in the plans are assumed in order to provide facilities that are as similar as is practical to that which can be built on an unrestrained site. While the final plan may call for somewhat different space allotments or facilities than

are used in this study, the comparisons presented herein are still valid.

Other factors, such as occupancy rates and hourly patterns of usage, have also been assumed on inconsistent bases in the various proposals. In this comparison, a consistent assumption has been made for all sites wherever possible.

Following this approach, costs of operations have considered the fact that labor rates for the various trades are negotiated on a Citywide basis. The rates for labor, therefore, will be the same for all sites. Differences in labor costs relate only to the functional efficiency of the layout of a particular site and the number of hours required for exhibit set-up and take-down.

The regional benefits have been forecast by others and the same figures have been used by the proponents of the various sites. Since these estimates appear to have been accepted, they are not a subject of analysis in this comparative study.

The text that follows presents a comparison of the various sites. Detailed analyses of these factors and the basis for the conclusions noted are included in extensive appendices.

COMPARISON OF SITES

Alternative sites for a new convention/exhibition center now under consideration include five sites as shown on the accompanying Location Map and listed from south to north as follows:

Battery Park City
30th Street Railroad Yard
44th Street on the Hudson River
Times Square
Coliseum

THE PROPOSED FACILITIES

Criteria were developed by others for a modern convention/exhibition center which would assure that New York would maximize the potential benefits of such an undertaking. The general facility requirements include:

560,000 square feet of exhibition space on a single floor with ample ceiling height;

Sufficient space for meeting rooms, restaurants, circulation, storage and maintenance facilities;

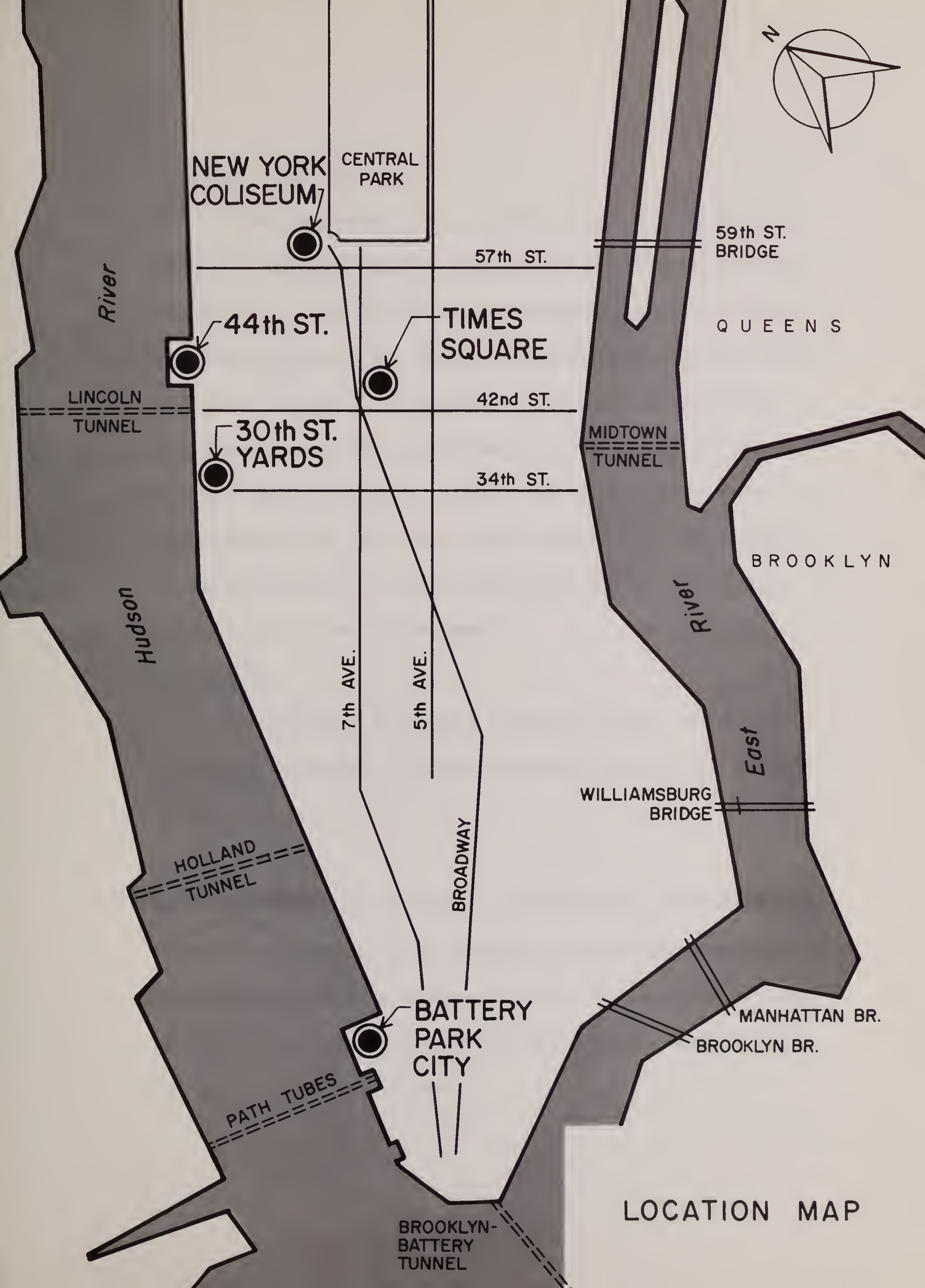
Efficient truck access;

Flexibility to provide for five simultaneous shows;

Potential for expansion.

Battery Park City

The proposed facility included in the Port Authority analysis for this unrestrained site meets all the criteria.



LOCATION MAP

30th Street Railroad Yard

This alternative, which occupies the part of the yard between 11th and 12th Avenues and 34th and 38th Streets, also has ample room. The Port Authority, therefore, assumed a facility which would meet all the criteria and would be comparable to that at Battery Park City. The same assumption is made herein. The proponents of the site have shown a smaller facility which will not meet the criteria. If the scaled-down facility were satisfactory at the 30th Street yard, it would also be satisfactory at the other sites — but other studies note that such a facility would not be competitive nationally.

44th Street

The proposal at this site meets all criteria except that contiguous expansion of the exhibit space is not possible on the present site.

Times Square

While the exhibit space on this site totals 560,000 square feet, it is divided into three irregular-shaped areas; has serious truck access problems because it is above street level; can only handle two shows at a time except under special conditions; and is limited in ability to expand.

Coliseum

With the proposed expansion, the exhibition/meeting space exceeds the criteria, but the space is on six levels plus a mezzanine. Truck access, therefore, is less efficient than for single-floor alternatives and set-up and take-down time and costs will be greater. Ceiling clearances in all but 25,000 square feet are below 20 feet, substantially below the established criteria.

The proposed expansion of the Coliseum, therefore, does not provide the same facilities as the alternatives for entirely new centers nor is it likely to produce the same regional benefits. On the other hand, its costs are substantially lower. This alternative, therefore, cannot be compared directly with the other sites. For this reason, it is discussed separately following the analysis and comparison of the alternatives for new facilities at the four other sites.

The layouts for the five sites as proposed are shown on the following exhibit.

SITES WITH COMPLETELY NEW CONSTRUCTION

Times Square

Of the four proposals for new facilities, the Times Square site has inherent major drawbacks and, therefore, cannot offer

SUMMARY COMPARISON
OF
BATTERY PARK CITY, 30TH STREET RAILROAD YARD AND 44TH STREET SITES

Consideration	Battery Park City	30th Street Railroad Yard	44th Street
Access:			
Midtown Area	Requires bus or taxi trip (about 10 minutes longer than other sites).	Requires bus or taxi trip.	Requires bus or taxi trip.
Automobile	Good access.	Most congested due to Lincoln Tunnel and Garment Center.	Good access.
Transit	Four subway lines and PATH readily available.	Not convenient.	Not convenient.
Provision for Expansion.	Yes	Yes	Requires taking of Circle Line pier.
Environmental:	Least effect on air quality. Connected to existing sewage treatment plant.	Greater degradation of air quality. due to greater traffic. No treatment of sewage until completion of new plant.	Greater degradation of air quality due to greater traffic. No treatment of sewage until completion of new plant.
Local Impact:			
Short-term	Minimal adverse effect on residential areas.	Medium effect on residential areas.	Maximum effect on residential areas.
Long-term	Assist in development of Battery Park City, World Trade Center and other Lower Manhattan activities.	Assist in 30th Street railroad yard development.	Minimal
Site Ambience:	Excellent gateway setting.	Minimal	Waterfront View.
Initial Costs:	$200-210 million (can be $162-170 million if integrated with the World Trade Center)	$200-210 million (no integration possible)	$210-220 million (no integration possible)

6/77

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July 5, 1977

Mr. Seymour B. Durst
1133 Avenue of the Americas
New York, New York 10036

Dear Mr. Durst:

We are genuinely sorry that you could not attend our Downtown-Lower Manhattan Association Reception on Thursday, June 23rd. We were delighted with the positive reception which our recommendation of the Battery Park City site for the proposed Convention/Exhibition Center received from representatives of your industry who did attend.

They experienced personally the beauty and convenience of the site, and so appreciated its manifold advantages for the City, State and region. The site is ideal for a fully competitive facility with complete flexibility for handling five shows at once, readily and economically expandable, with truck access and circulation which will reduce set-up and take-down times and so save money for the exhibitors.

Environmentally, plentiful public transportation and parking availability lessen the impact on air quality. Sewage, from the outset, will be pumped to the Newtown Creek Plant, not dumped raw into the Hudson as in the case of the other "river" sites under consideration. Savings of 40 million dollars in capital and one million dollars in annual debt service can be achieved by using available space and service facilities at the adjacent World Trade Center. And the location will be a magnet for International Shows, an additional market to be tapped.

For these reasons, we think that many of our guests are now as convinced as we are that Battery Park City offers the best opportunity for maximizing the return on our City's investment. Conventioners, trade show visitors and exhibitors alike will see New York at its best and will want to come back.

Proponents of other sites have quoted your industry as opposed to the Battery Park City site. We have asked your associates to set the record straight with the Mayor and his staff, with Governor Carey and the newspaper Editors at their earliest opportunity.

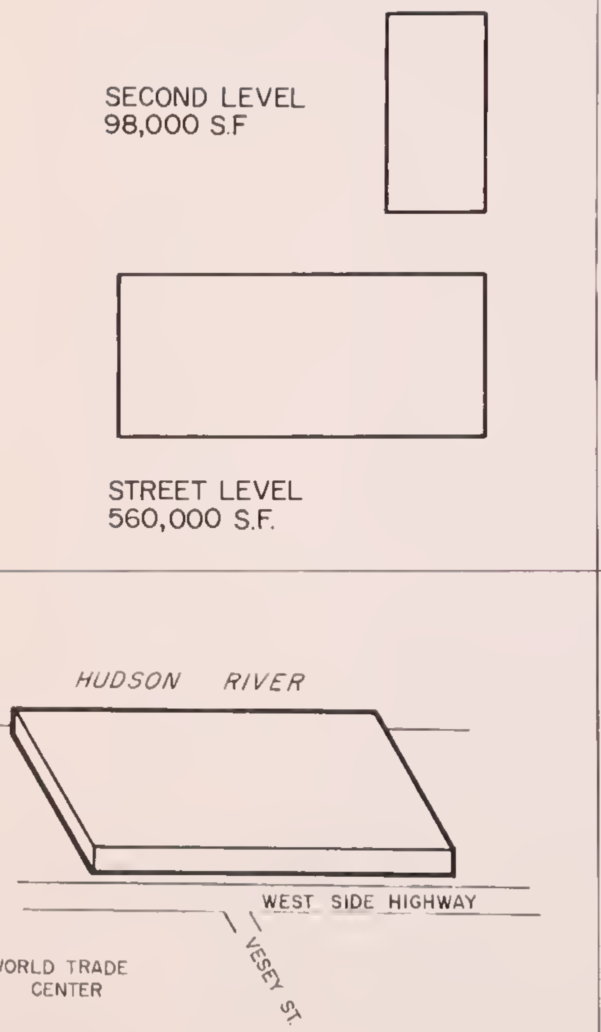
A copy of Vollmer Associates five-site study is enclosed so that you too will understand the basis for our conviction that Battery Park City is the optimum site.

Cordially,

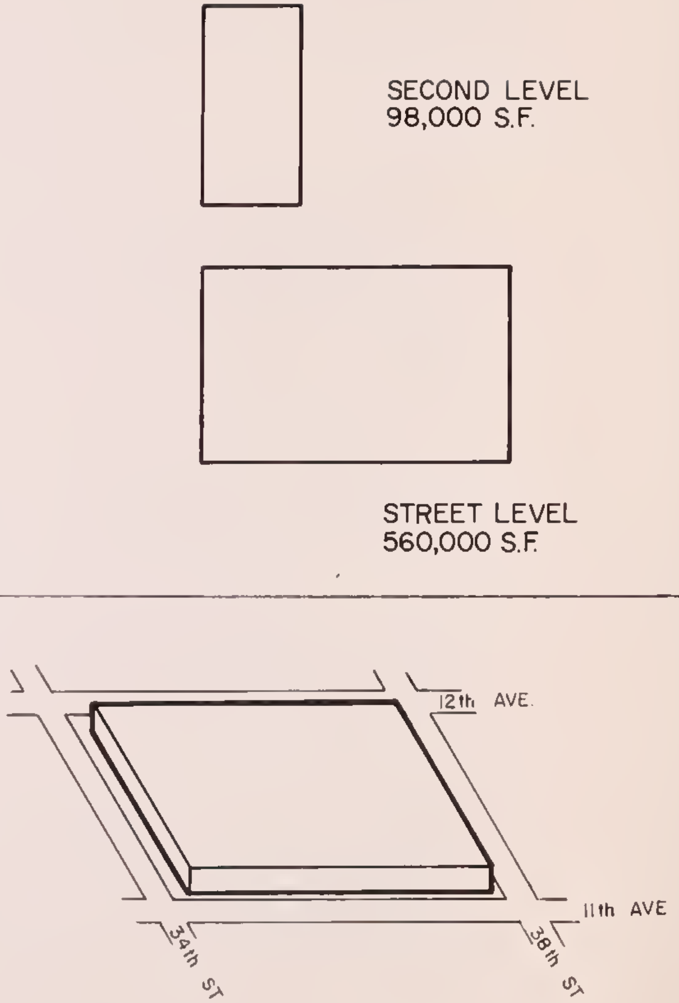
Howard Clark

Howard L. Clark, Chairman
DOWNTOWN-LOWER MANHATTAN ASSOCIATION, INC.

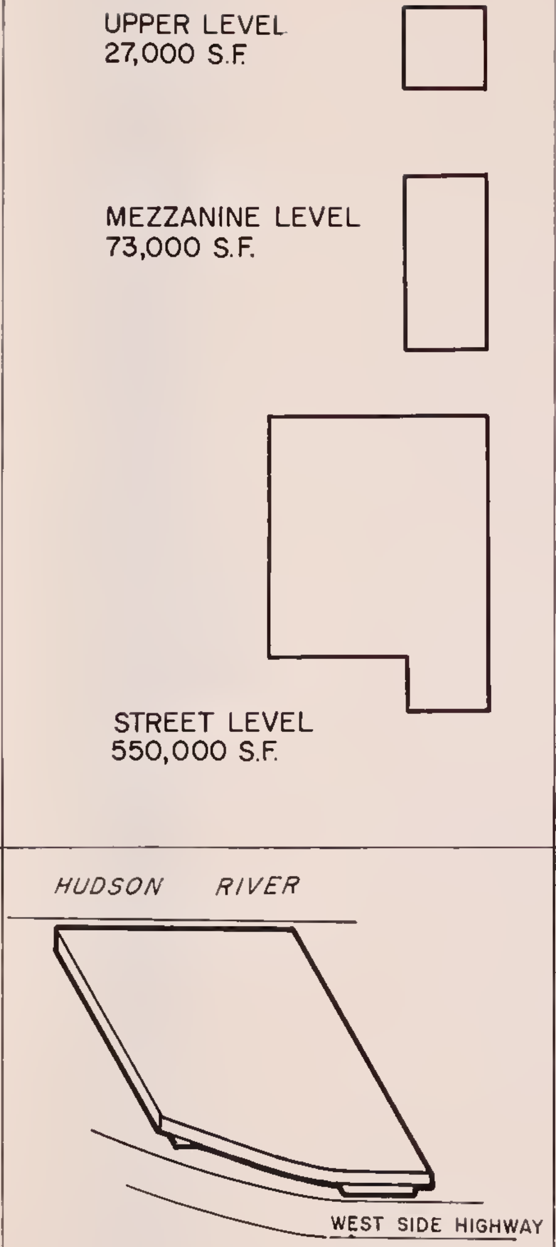
Enclosure



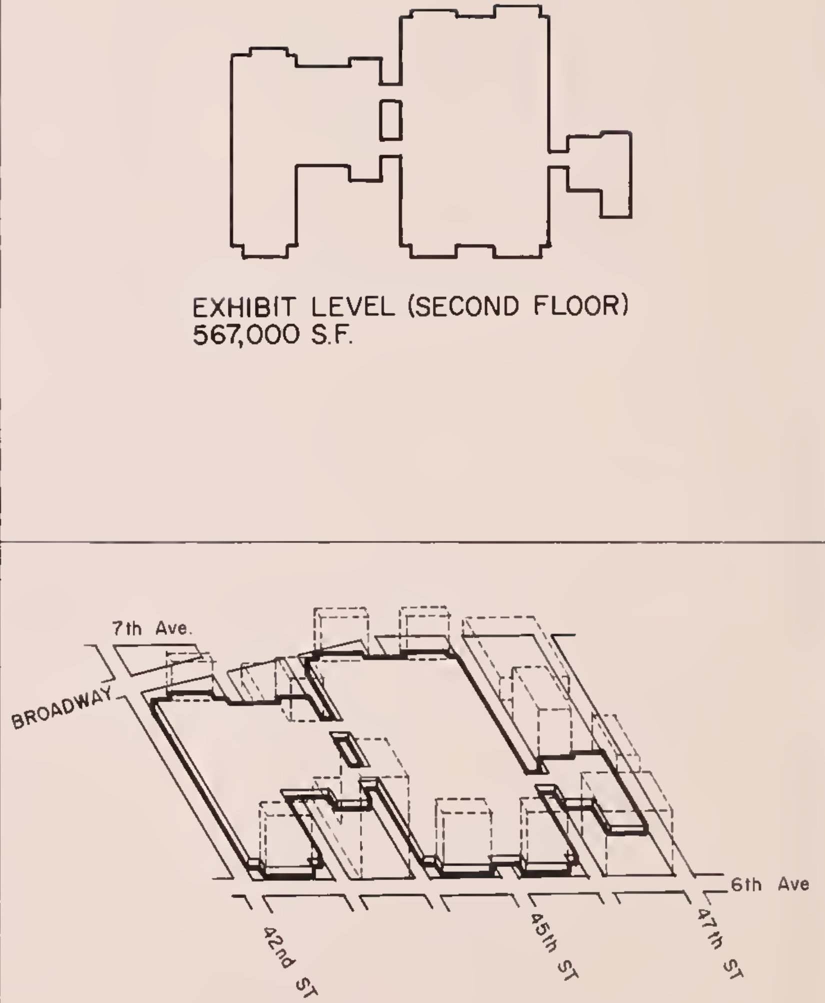
BATTERY PARK CITY



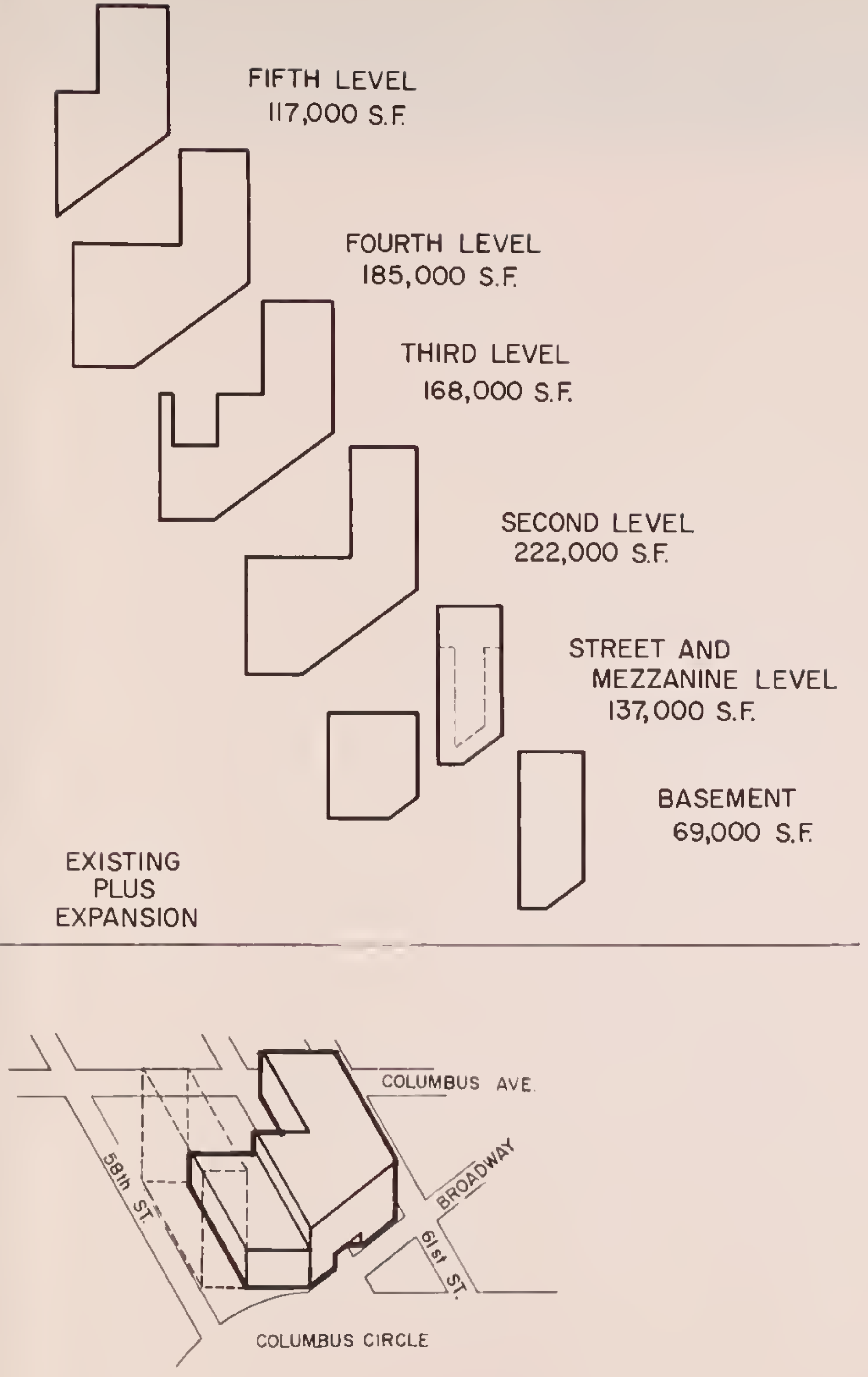
30th STREET YARDS



44th STREET



TIMES SQUARE



NEW YORK COLISEUM

ALTERNATIVE SITES LAYOUT COMPARISON

the same benefits as the other three. While the Times Square site is excellent when considering only the locational aspect, and while the need for redeveloping the area is fully recognized, the site presents major functional, operational and environmental problems. These major flaws include:

> Limited truck access;
>
> Need to use adjacent streets for truck storage;
>
> Increase in cars and trucks in midtown area;
>
> Inefficient space layout due to irregular building configuration;
>
> Inflexibility for handling more than two shows simultaneously;
>
> Higher exhibitor costs due to vertical truck access and configuration problems;
>
> No practical possibility for expansion;
>
> Extended time required for relocation and demolition. (Two of the structures are designated City Landmarks.)

None of the other sites proposed for new facilities have any of the above drawbacks, with the exception of the expansion limitations of the 44th Street site. It is evident that the Times Square proposal does not measure up to the other three locations and it is, therefore, dropped from further analysis.

Comparisons of the Battery Park City, 30th Street Yard and 44th Street Sites

The important factors that affect the choice of site are discussed below.

Physical Facilities: As noted, comparable facilities can be constructed on any of the three sites.

Access:

Total Vehicle Generation: Of the three sites, because of the lack of convenient transit, both the 30th Street and the 44th Street locations will attract a higher number of vehicles than the Battery Park City site. It is estimated that the peak-hour traffic on weekdays will be 2,350 to 2,900 vehicles at the 30th Street yard site, about 3,200 at the 44th Street site and 1,700 to 2,300 at Battery Park City.

Taxi and Bus: All three sites are beyond walking distance of the midtown area and, therefore, entail bus, transit or taxi ride. Bus and taxi rides to the two midtown sites are about ten minutes shorter than to Battery Park City. The shorter ride between the midtown hotel/restaurant area and the 30th Street yard and 44th Street sites gives these alternatives an advantage over

Battery Park City as far as the time and cost for taxi and bus users. However, once the facilities are beyond the walking distance from the hotel area, the length of the ride — if within reason — is of minor importance. This is proven in other cities such as Chicago, Miami and San Francisco where convention/exhibition centers are successful, although further from the midtown area than Battery Park City.

Automobile: All three sites have generally good automobile access. The 30th Street and 44th Street sites, however, require a greater number of parking spaces because of the lack of mass transit facilities. In addition, the 30th Street yard site will experience considerably more congestion than the other two because of the proximity of the Lincoln Tunnel and the Garment Center. This site, therefore, is the least desirable of the three sites from an automobile access viewpoint.

Transit: While transit is not of major importance to trade show patrons, it is a major factor in bringing people to the public shows when as many as

40,000 people would use transit on one weekend day. Of similar importance is the essential role it plays in bringing employees to the site. If limited bus service is the only public transit available, as is the case for both the 30th Street yard and 44th Street sites, many employees will be forced to arrive by automobile or taxi — adding to the congestion and at considerable cost to this labor force. Based on other studies and our experience in Manhattan, it is estimated that daily automobile access requirements for employees will be 575 vehicles at both the 30th Street yard and 44th Street sites and 175 at Battery Park City.

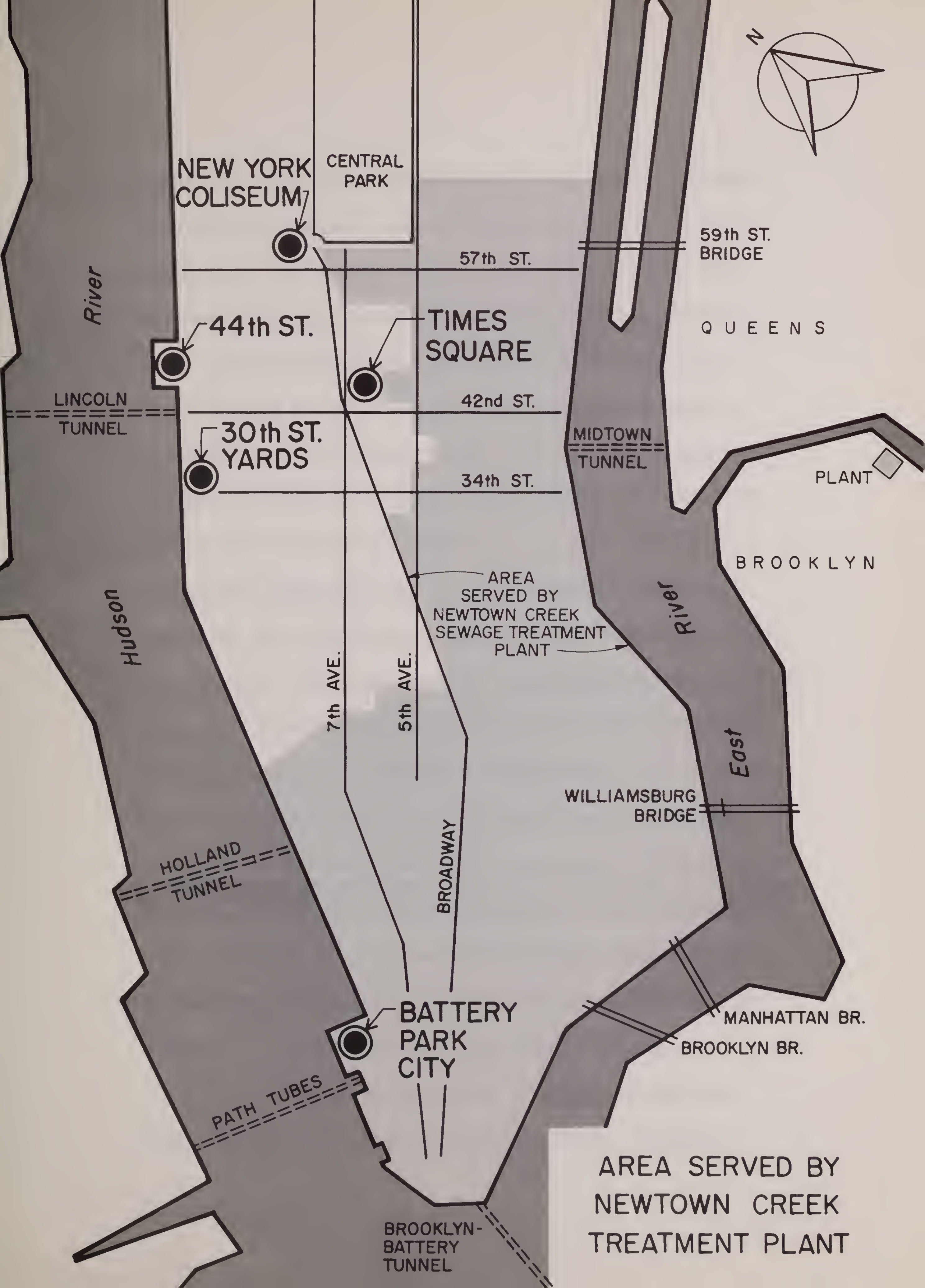
When considering transit access, it is important to remember the history of the 44th Street site. It was originally proposed as a part of the overall development of a major crosstown spine, which included public transportation at 48th Street. The crosstown spine has been abandoned and the convention center site is, therefore, now left without this crucial access facility.

The Battery Park City site is readily accessible to four major subway lines and PATH.

Provision for Expansion: Both the Battery Park City and the 30th Street railroad yard sites can readily provide for expansion. The present plans for the 44th Street site do not. Expansion will require the take-over of the Circle Line pier to the south if a contiguous facility is to be provided.

Environmental Conditions: Because of the greater automobile, bus and taxi traffic at both the 30th Street railroad yard and 44th Street sites, these two locations produce greater air quality problems than the Battery Park City site. Sewage disposal problems are also critical at the two northern sites until completion, at some future time, of the North River treatment plant. Work on this facility is delayed and, until it is completed, raw sewage from both the 30th Street yard and 44th Street sites will go into the Hudson River since on-site facilities are not proposed. No such problem exists at Battery Park City as this area of the City is connected to the Newtown Creek treatment plant. The area of Manhattan served by the Newtown Creek plant is shown on the map on the following page.

Community Impact: Sizable residential communities generally of low-rise nature, are negatively affected by the traffic created by a new center at 44th Street, although the



AREA SERVED BY NEWTOWN CREEK TREATMENT PLANT

community planning board has accepted the project. Traffic generated by a center at the 30th Street railroad yard will also affect these same residential areas. The Battery Park City site now abuts a commercial area with few existing residential uses. The housing planned at Battery Park City and that already existing at Independence Plaza are focused on interior and multi-level public spaces and are not street-oriented. Traffic generated by a center there is, therefore, considered to have minimal negative impact.

Long-Term Effect on Area: A new convention/exhibition center can be a major asset in development of the area in which it is situated. The degree to which these benefits can be achieved depends on the character of the area and the status of existing development plans. A facility at Battery Park City will assist greatly in encouraging the development of the whole complex. It will be another major element in the program, which is well-advanced, to upgrade the vibrant downtown area. Because the center will often be active on evenings and weekends, it will further help fulfill the aim of making the area a 24-hour community — a long-standing goal of downtown planning.

At the 30th Street yard site, a convention/exhibition center will also be a catalyst in the long-term, although the

proposed railroad yard development is still in the initial planning stages.

Little long-term effect is expected at the 44th Street site as there are no significant development plans for the immediate area.

Site Ambience: The Battery Park City site, with its outlook on New York Harbor, will be a spectacular location for a convention/exhibition center. The 44th Street location will also provide river frontage, although not of the quality of the downtown site. The 30th Street railroad yard site does not have this asset. The downtown neighborhood adjacent to Battery Park City will also offer far superior ambience to the visitor than either of the uptown sites, which are adjacent to industrial/manufacturing activities.

Time for Implementation: The necessary implementation time will be about the same for all three sites, even though some reports have stated that it will be considerably less for the 44th Street site because of the progress on the design and required environmental studies. It should be noted that the environmental impact statement (EIS) has not been approved and that it will undoubtedly have to be revised before obtaining approval. These

revisions must take into consideration the other sites which have become serious alternatives since the preparation of the EIS and, therefore, were not addressed in the detail that will now be required. In addition, the delays in the construction of the North River treatment plant to handle the sewage from this site have created additional environmental problems. While the work done to date will undoubtedly assist in the revision of the EIS, as compared with the time required for the same effort at the other sites, any time saved will probably be balanced by the additional time required for construction over the water at the 44th Street location. Implementation time, therefore, will be about the same at all three sites.

Initial Costs: The total project costs at the three sites will be similar. Comparisons of these costs presented in some other reports have been misleading. From an engineering and construction viewpoint, there is no reason to expect substantial differences in the basic construction costs for comparable facilities at any site in the area. The differences are caused only by special site conditions. The over-water construction at 44th Street adds some $30-35 million. Similarly, the requirement to maintain an operating railroad for other uses at the 30th Street yard will add some $10-15 million. The slightly lower

construction cost at the Battery Park City site, however, will be offset by the greater land cost. Including engineering and interest and operational costs during construction, total project costs including land are estimated at $202-210 million for Battery Park City and the 30th Street yard sites and $215 million at 44th Street. The development of these costs is shown on the accompanying tabulation.

If the complex at Battery Park City were integrated with some of the convention/exhibition center requirements within the existing World Trade Center, substantial savings would be achieved, although a slight additional cost (about $1 million) will be incurred in spanning the PATH tubes. Under these conditions, this site will have the capital requirements reduced by some $40 million to $160-170 million.

Financial Plans: No matter what the other comparisons may show, a project can only be implemented if there is a realistic means to obtain required funds to construct and operate it. City and State funds, if available, could be applied to the project at any of the three sites. However, the difficulties in financing only in this manner may be impossible to overcome because of the financial situation of the City and the

Estimated Project Costs
(Millions of Dollars)

	Battery Park City	30th Street	44th Street	Times Square	Coliseum
Acquisition	$ 28(1) - 36(2)	$ 16(2)	$ 5(3)(4)	$ 60(6) - 75(3)(4)	$ 14(3) - 16(7)
Relocation and Demolition	---	1(2)	---	20(6) - 25(3)(4)	1(7) - 5(3)
Construction - Total	137	149	169	133 - 150	35 - 70
Base	137(2)	137(2)	137(5)	133(3) - 150(6)	35(7) - 70(8)
Special Site Considerations	---	12(3)(4)	32(3)(4)	---	---
Engineering/Supervision (9)	14	15	17	13 - 15	4 - 7
Financing during Construction (10)	23	23	24	28 - 33	7 - 12
Total	$202 - 210	$ 204(11)	$ 215	$254 - 298	$ 61 - 110

(1) Vollmer Associates analysis of potential purchase price.
(2) Port Authority of New York and New Jersey
(3) Senator Ohrenstein study
(4) Citizens Housing and Planning Council of New York, Inc.
(5) Assumed same as downtown location.
(6) Pomerance and Breines
(7) Coliseum Exhibition Corporation
(8) Higher figure reflects $49 million estimate by Ohrenstein study increased to cover improvements such as higher clearances, heavier floor loads and easier truck access.
(9) 10% of construction cost
(10) 12.5% of other requirements
(11) Costs cited by proponents only total $90 million exclusive of engineering and financing provisions. Such costs are, of course, based on construction of a smaller facility than assumed herein for that site and the other alternatives.

State and the high interest rates that would have to be paid. The recent sale of Big MAC bonds was at 9.75% interest rate.

Authority financing is much sounder based and should result in significantly lower overall project costs. Recently Port Authority bonds sold at about 6 1/2%.

While the Port Authority would not issue general obligation bonds for construction of a convention/exhibition center anywhere in New York City, financing based on income generated by Port Authority facilities would still be more attractive in the market and could sell at a rate much lower than City, State or MAC bonds.

For Port Authority participation, approval of both New York and New Jersey is required. To obtain such approval, benefits to the overall operations would appear necessary. The development of the convention/exhibition center at Battery Park City with its enhancement to the World Trade Center would, in our opinion, make the necessary approval by New Jersey easier to achieve than Port Authority involvement at sites unrelated to its current activities.

Required Legislation and Other Actions: All the proposals for a convention/exhibition center would require hearings

before the City Planning Commission and Board of Estimate action. The 30th Street railroad yard site would require a change in zoning. The Battery Park City site would require approval of a change in land use. Development of a convention/exhibition center by the Port Authority would require legislative approval by the States of New York and New Jersey.

The analyses of the three sites at Battery Park City, the 30th Street railroad yard and 44th Street are summarized in the following tabulation. These comparisons show that the Battery Park City site is superior to either the 30th Street railroad yard site or the 44th Street site. It offers important financing advantages and, considering all other elements, it is equal to or better than either of the other sites, except that bus and taxi travel to and from the midtown area is somewhat longer. Experience in other cities has shown that this is of little importance.

THE PROPOSED COLISEUM EXPANSION

The advantages and disadvantages of the proposed Coliseum expansion, as compared with those of the Battery Park City facility, are identified below.

SUMMARY COMPARISON
OF
BATTERY PARK CITY, 30th STREET RAILROAD YARD AND 44th STREET SITES

Consideration	Battery Park City	30th Street Railroad Yard	44th Street
Access:			
Midtown Area	Requires bus or taxi trip (about 10 minutes longer than other sites).	Requires bus or taxi trip.	Requires bus or taxi trip.
Automobile	Good access.	Most congested due to Lincoln Tunnel and Garment Center.	Good access.
Transit	Four subway lines and PATH readily available.	Not convenient.	Not convenient.
Provision for Expansion:	Yes	Yes	Requires taking of Circle Line pier.
Environmental:	Least effect on air quality. Connected to existing sewage treatment plant.	Greater degradation of air quality due to greater traffic. No treatment of sewage until completion of new plant.	Greater degradation of air quality due to greater traffic. No treatment of sewage until completion of new plant.
Local Impact:			
Short-term	Minimal adverse effect on residential areas.	Medium effect on residential areas.	Maximum effect on residential areas.
Long-term	Assist in development of Battery Park City, World Trade Center and other Lower Manhattan activities.	Assist in 30th Street railroad yard development.	Minimal
Site Ambience:	Excellent gateway setting.	Minimal	Waterfront view.
Implementation Time:	All sites about the same		
Initial Costs:	$200-210 million (can be $162-170 million if integrated with the World Trade Center)	$200-210 million (no integration possible)	$210-220 million (no integration possible)
Financial Plan:	More likely to obtain Authority financing because of greater benefits to its overall interests.	Less likely to obtain Authority financing because of lesser benefits to its overall interests.	Less likely to obtain Authority financing because of lesser benefits to its overall interests.

Advantages of Coliseum Expansion

The points which are favorable for the Coliseum site are:

- Excellent midtown location within walking distance of many major hotels;
- Excellent mass transit availability;
- Minimal air quality degradation;
- Greatest amount of exhibition space;
- Improvement to neighborhood by visually connecting the Coliseum with the Fordham/Lincoln Center complex;
- Considerably lower initial cost;
- A realistic financial plan.

The latter two points must be considered as key in any evaluation.

Disadvantages of Coliseum Expansion

The principal reasons that the Coliseum site is undesirable are:

- Expansion of 20+ year old facility as compared with a new facility. Drawbacks include:
  - Exhibition space on six levels plus a mezzanine;
  - Limited headroom available;
  - Limited truck access.

As a result:

- Higher operating costs;
- Higher costs for exhibitors;
- Probable lower usage due to above factors.

Other points are:

- Uncertainty of availability of sewage treatment;
- Extended time required to complete because of numerous relocations required;
- Probable lower regional economic benefits because of lower usage.

The last point is critical in the evaluation of the Coliseum expansion with the Battery Park City site.

BATTERY PARK CITY OR THE COLISEUM EXPANSION

The Battery Park City site will provide the City with a facility unequaled in the country. It therefore can be expected to draw the maximum potential business to the City. The new facility, with an outstanding location and commanding harbor view, will also be a major factor in the redevelopment of the Lower Manhattan area by the creation of a 24-hour community and in the enhancement of the major investments already committed. Financing with the involvement of the Port Authority of New York and New Jersey will assure the success of this proposal.

The Coliseum expansion can be financed by the Triborough Bridge and Tunnel Authority for considerably less total cost than the Battery Park City proposal. The structure, however, will not be a facility that is as modern as those in other

cities competing with it. Operating costs will be higher for the owners as well as the exhibitors and the usage, therefore, probably will be lower than at Battery Park City, in spite of the greater floor space at the Coliseum. Tax receipts, employment and other benefits to the area, will, therefore, also be lower than those realized with a new facility at Battery Park City.

[illegible]